

MARINE INFORMATION**NEW EDITION OF COAST PILOT**

U.S. Coast Pilot 2, Atlantic Coast: Cape Cod to Sandy Hook, Thirty-First Edition, 2001, is ready for issue and may be obtained from:

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The 2001 Edition cancels the preceding 1998 Edition.

All corrections to the previous edition issued in Notice to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Imagery and Mapping Agency Notice to Mariners, and on the Internet at <http://critcorr.ncd.noaa.gov/> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

NEW EDITION OF LIGHT LIST

USCG Light List Volume IV, Gulf of Mexico, Econfinia River, Florida to Rio Grande, Texas, 2001 Edition, is ready for issue. The order form for this publication can be located on the last page of this Section.

UNITED STATES COAST GUARD ESTABLISHED SECURITY ZONES

Listed below are permanent and temporary security zones established by the United States Coast Guard.

PERMANENT SECURITY ZONES:

Location	Details
Walkers Point, Kennebunk Port, ME	<p>33CFR §165.102</p> <p>(a) From point of land located on Cape Arundel at 43°20.4'N, 70°28.0'W; thence to a point approximately 500 yards southwest of Walkers Point located at 43°20.2'N, 70°27.9'W; thence to a point located approximately 500 yards south of Walkers Point at 43°20.1'N, 70°27.6'W; thence to a point located approximately southeast of Walkers Point at 43°20.4'N, 70°27.2'W; thence to an unnamed point of land located at 43°20.9'N, 70°27.1'W; thence along the shoreline of Walkers Point to the beginning point.</p> <p>(b) The aforementioned offshore positions are approximated by white buoys marked in orange indicating an exclusionary area.</p>

Portsmouth Harbor, Portsmouth, NH	<p>33CFR §165.103</p> <p>(a) The following areas are established as safety zones during the specified conditions: For all inbound tank vessels carrying Liquefied Petroleum Gas (LPG), the waters bounded by the limits of the Piscataqua River Channel and extending 1000 yards ahead and 500 yards astern of an LPG tanker while the vessel transits Bigelow Bight, Portsmouth Harbor and the Piscataqua River to the LPG receiving facility at Newington, New Hampshire. This safety zone remains in effect until the LPG carrier is safely moored at the LPG receiving facility on the Piscataqua River.</p> <p>For all outbound tank vessels carrying LPG, the waters bounded by the limits of the Piscataqua River Channel and extending 1000 yards ahead and 500 yards astern of an LPG tanker while the vessel departs the LPG facility and transits the Piscataqua River, Portsmouth Harbor and Bigelow Bight. This safety zone remains in effect until the LPG carrier passes Gunboat Shoal Lighted Bell Buoy "1" (LLNR 185) located in Bigelow Bight.</p> <p>(b) The general regulations governing safety zones contained in 33 CFR 165.23 apply.</p> <p>(c) The Captain of the Port will notify the maritime community and local agencies of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of LPG vessels via the telephone and/or Marine Safety Information Radio Broadcasts.</p>
Boston Harbor, Boston, MA	<p>33CFR §165.110</p> <p>(a) The following areas are established as safety zones during the specified conditions: The waters bounded by the limits of the Boston Main Ship Channel and extending two miles ahead and one mile astern of a loaded Liquefied Natural Gas Tank vessel while the vessel transits the Boston North Channel and Boston Harbor. The safety Zone remains in effect until the LNG vessel is alongside the DISTRIGAS waterfront facility in the Mystic River (42°23.3'N, 71°03.7'W).</p> <p>The waters and land area within 150 feet of a Liquefied Natural Gas Tank vessel when the vessel is alongside the DISTRIGAS waterfront facility, Everett, MA (42°23.3'N, 71°03.7'W). This Safety Zone remains in effect while the LNG vessel remains in a loaded condition or is transferring liquefied natural gas.</p> <p>(b) The general regulations governing safety zones as contained in 33 CFR 165.20 apply.</p>
Boston Harbor, Boston, MA	<p>33CFR §165.111</p> <p>(a) The following areas are established as safety zones during the conditions specified: Around the U.S.S. Constitution or any accompanying parade vessels when Constitution is under way – 300 yards in all directions in the waters around the U.S.S. Constitution and each parade vessel accompanying Constitution whenever the U.S.S. Constitution is underway in Boston Harbor from the time such vessels depart their respective berths until the time they complete their transit and are safely moored.</p> <p>Whenever Constitution is moored at Pier 1, Charlestown Navy Yard – the waters between Hoosac Pier and Pier 1, Charlestown Navy Yard, from the imaginary line connecting the outer easternmost point protruding into Boston Harbor from Hoosac Pier to the outer westernmost point protruding into Boston Harbor from Pier 1, Charlestown Navy Yard, extending inbound along the face of both piers to the landside points where both piers end.</p> <p>Around the U.S.S. Constitution – fifty yards in all directions in the waters around Constitution when the vessel is moored at any Boston berthing location other than Pier 1, Charlestown Navy Yard.</p> <p>(b) The general regulations governing safety zones as contained in 33 CFR 165.23 apply.</p>

<p>Dignitary arrival/departure Logan International Airport, Boston, MA (Moving Location)</p>	<p>33CFR §165.113</p> <p>The permanent security zone consists of four sectors that may be activated in part, or in whole, upon the request of the U.S. Secret Service. These zones are for the protection of the President or Vice President of the United States, as well as visiting heads of foreign states or foreign governments arriving at, or departing from, Logan International Airport and as determined by the transit route across Boston Harbor. The security zone will be as follows:</p> <p>Sector one will go into effect 15 minutes prior to the scheduled landing or takeoff of the aircraft carrying either the President, Vice President, or visiting heads of foreign states or foreign governments at Logan approaching within three hundred yards of the Logan International Airport shoreline, bound on the west by a line drawn between positions 42°22'45"N, 71°01'05"W and 42°21'48"N, 71°01'45"W (NAD 1983).</p> <p>Sector two will go into effect 15 minutes before the vehicle carrying the President, Vice President, or visiting heads of foreign states or foreign governments enters the Callahan Tunnel or Sumner Tunnel. Sector two may preclude vessels, as necessary, from entering an area of the main ship channel, Boston Inner Harbor; fifty yards in all directions from a point directly above the Callahan Tunnel or Sumner Tunnel.</p> <p>Sector three will go into effect 15 minutes before the vehicle carrying the President, Vice President, or visiting heads of foreign states or foreign governments enters the Ted Williams Tunnel. Sector three may preclude vessels, as necessary, from entering an area of the main ship channel, Boston Inner Harbor, fifty yards in all directions from a point directly above the Ted Williams Tunnel.</p> <p>Sector four will go into effect 15 minutes before the President, Vice President, or visiting heads of foreign states or foreign governments board the designated transport vessel. Sector four will preclude all vessels from approaching within three hundred yards in all directions from the designated vessel transporting the President, Vice President, or visiting heads of foreign states or foreign governments between Logan International Airport and any location in Boston Harbor.</p> <p>The activation of a particular sector of this security zone will be announced via Safety Marine Information Broadcasts and/or by locally issued notices.</p>
<p>Chelsea River, Boston Inner Harbor, Boston, MA</p>	<p>33CFR §165.121</p> <p>(a) The following areas are established as safety zones:</p> <p>For Liquefied Petroleum Gas (LPG) vessels while at anchor in the waters of Rhode Island Sound; in position 41°25'N, 71°23' W, a Safety Zone with a radius of one-half mile around the LPG vessel</p> <p>For Liquefied Petroleum Gas (LPG) vessels while transiting Narragansett Bay and the Providence River; a moving Safety Zone from a distance of two (2) miles ahead to one (1) mile astern to the limits of the navigable channel around the LPG vessel.</p> <p>For Liquefied Petroleum Gas (LPG) vessels while moored at the LPG facility, Port of Providence; a safety zone within 50 feet around the vessel. No vessel shall moor within 200 feet from the LPG vessel. All vessels transiting the area are to proceed with caution to minimize the effects of wake around the LPG vessel.</p> <p>For Liquefied Petroleum Gas (LPG) vessels while moored with manifolds connected at the LPG Facility, Port of Providence; a Safety Zone within a 100-foot radius around the shore side manifold while connected. This is in addition to the requirements for LPG vessels while moored at the LPG Facility, Port of Providence.</p> <p>(b) The Captain of the Port, Providence, will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of LPG vessels via Marine Safety Information Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).</p> <p>(c) The general regulations governing safety zones contained in Sec. 165.23 apply.</p>

Rhode Island Sound, Narragansett Bay, Providence River, RI	<p>33CFR §165.122</p> <p>(a) The Regulated Navigation Area (RNA) encompasses the deep draft channel between Narragansett Bay Entrance Lighted Horn Buoy NB (LLNR 17675) 41°23.0' N, 71°23.4' W, and Fox Point, Providence.</p> <p>(b) Regulations.</p> <p>The following restrictions apply in the portion of the regulated area between Conimicut Light (LLNR 18305) and Channel Light 42 (Fuller Rock Light, (LLNR 18580)):</p> <p>(i) No vessel with a draft greater than 35 feet may transit when water depth is at or below mean low water.</p> <p>(ii) Vessels with drafts greater than 35 feet but less than 38 feet may transit when water depth is other than that on or below mean low water, provided there is sufficient depth under the keel to prevent grounding.</p> <p>(iii) Vessels with drafts greater than or equal to 38 feet must obtain permission, 48 hours in advance of the desired transit time, from the Captain of the Port, Providence to transit. Vessels with drafts greater than 35 feet must have at least one mile of visibility to transit the regulated area between Conimicut Light (LLNR 18305) and Channel Light 42 (LLNR 18580, Fuller Rock Light).</p> <p>Vessels over 65 feet in length are prohibited from passing, meeting, or overtaking other vessels over 65 feet in length in the regulated area from:</p> <p>(i) Gaspee Point to Channel Light 42, (Fuller Rock Light, LLNR 18580).</p> <p>(ii) Conimicut Point Reach (Conimicut Light, LLNR 18305) to Channel Lighted Buoy 19, 41°43.7'N, 71°21.8'W (LLNR 18330) and Channel Lighted Buoy 20, 41°43.7'N, 71°21.8'W (LLNR 18335).</p> <p>Vessels over 65 feet in length inbound for berths up the Providence River, planning to transit through the deep draft channel, are required to make Safety Signal (SECURITE) calls on both VHF channels 13 and 16 at the following geographic locations: Pilot's Station, Abeam of Castle Hill, Approaching the Newport bridge, South of Prudence Island, Abeam of Sandy Point, Abeam of Popasquash Point, Approaching the Southern End of Rumstick Neck Reach, Abeam of Conimicut Point Light (LLNR 18305), Abeam of Gaspee Point, Abeam of Sabin Point and upon mooring.</p> <p>Vessels over 65 feet in length outbound for sea down the Providence River Channel transiting through this regulated navigation area are required to make SECURITE calls on VHF channels 13 and 16 at the following geographic locations: one-half hour prior to departure from the berth, at departure from the berth, abeam of Sabin Point, abeam of Gaspee Point, and abeam of Conimicut Light (LLNR 18305).</p> <p>Vessels 65 feet and under in length and all recreational vessels when meeting deep draft commercial vessel traffic in the Providence River Channel between Conimicut Light (LLNR 18305) and Channel Light 42 (LLNR 18580, Fuller Rock Light) shall keep out of the way of the oncoming deep draft commercial vessel.</p> <p>The Captain of the Port, Providence, may authorize a deviation from these regulations.</p> <p>(c) Enforcement. Violations of this regulated navigation area should be reported to the Captain of the Port, Providence, at (401) 435-2300. Persons in violation of these regulations will be subject to civil penalty under Sec. 165.13(b) of this part.</p>
Sandy Hook Bay, NJ (Stationary Location)	<p>33CFR §165.130</p> <p>(a) Naval Ammunition Depot Piers. The waters within the following boundaries are a security zone: A line beginning on the shore at 40°25'57"N, 74°04'32"W; then to 40°27'52.5"N, 74°03'14.5"W; then to 40°27'28.3"N, 74°02'12.4"W; then to 40°26'29.2"N, 74°02'53"W; then to 40°26'31.1"N, 74°02'57.2"W; then to 40°25'27.3"N, 74°03'41"W; then along the shoreline to the beginning point.</p> <p>(b) Terminal Channel. The waters within the following boundaries are a security zone: A line beginning at 40°27'41.2"N, 74°02'46"W; then to 40°28'27"N, 74°02'17.2"W; then to 40°28'21.1"N, 74°02'00"W; then to 40°28'07.8"N, 74°02'22"W; then to 40°27'39.8"N, 74°02'41.4"W; then to the beginning.</p>

<p>New London Harbor, CT (Stationary Location)</p>	<p>33CFR §165.140</p> <p>(1) Security zone A. The waters of the Thames River west of the Electric Boat Division Shipyard enclosed by a line beginning at a point on the shoreline at 41°20'22.1"N, 72°04'52.8"W; then west to 41°20'28.7"N, 72°05'03.5"W; then to 41°20'53.3"N, 72°05'6.6"W; then to 41°21'03"N, 72°05'06.7"W; then due east to a point on the shoreline at 41°21'03"N, 72°05'00"W; then along the shoreline to the point of beginning.</p> <p>(2) Security zone B. The waters of the Thames River, west of the Naval Submarine Base, New London, CT, enclosed by a line beginning at a point on the shoreline at 41°23'15.8"N, 72°05'17.9"W; then to 41°23'15.8"N, 72°05'22"W; then to 41°23'25.9"N, 72°05'29.9"W; then to 41°23'33.8"N, 72°05'34.7"W; then to 41°23'37.0"N, 72°05'38.0"W; then to 41°23'41.0"N, 72°05'40.3"W; then to 41°23'47.2"N, 72°05'42.3"W; then to 41°23'53.8"N, 72°05'43.7"W; then to 41°23'59.8"N, 72°05'43.0"W; then to 41°24'12.4"N, 72°05'43.2"W; then to a point on the shoreline at 41°24'14.4"N, 72°05'38"W; then along the shoreline to the point of beginning.</p>
<p>Dignitary Arrival/Departure New York, NY (Stationary Location; event dependent)</p>	<p>33CFR §165.164</p> <p>Wall Street heliport: All waters of the East River within the following boundaries: East of a line drawn between approximate position 40°42'01"N, 74°00'39"W (east of The Battery) to 40°41'36"N, 74°00'52"W (NAD 1983) (point north of Governors Island) and north of a line drawn from the point north of Governors Island to the southwest corner of Pier 7 North, Brooklyn; and south of a line drawn between the northeast corner of Pier 13, Manhattan, and the northwest corner of Pier 2 North, Brooklyn.</p> <p>Marine Air Terminal, La Guardia Airport: All waters of Bowery Bay, Queens, New York, south of a line drawn from the western end of La Guardia Airport at approximate position 40°46'47"N, 73°53'05"W (NAD 1983) to the Rikers Island Bridge at approximate position 40°46'51"N, 73°53'21"W (NAD 1983) and east of a line drawn between the point at the Rikers Island Bridge to a point on the shore in Queens, New York, at approximate position 40°46'36"N, 73°53'31"W (NAD 1983).</p>
<p>Newport News Shipbuilding and Dry Dock Company Shipyard, James River, Newport News, VA (Stationary Location)</p>	<p>33CFR §165.504</p> <p>The waters of the James River encompassed by a line beginning at the intersection of the shoreline with the northernmost property line of the Newport News Shipbuilding and Dry Dock Co. at 37°00'38.1"N, 76°27'05.7"W; thence southerly to 36°59'58.4"N, 76°27'16.7"W; thence southeasterly to 36°59'23.0"N, 76°26'54.6"W; thence westerly to 36°59'21.5"N, 76°26'58.4"W; thence southeasterly to 36°59'12.9"N, 76°26'52.4"W; thence easterly to 36°59'14.2"N, 76°26'49.1"W; thence southeasterly to 36°58'37.8"N, 76°26'26.3"W; thence easterly to 36°58'43.5"N, 76°26'13.7"W; thence northerly to the intersection of the shoreline with the southernmost property line of the Newport News Shipbuilding and Dry Dock Co. at 36°58'48.0"N, 76°26'11.2"W; thence northwesterly along the shoreline to the point of beginning.</p> <p>Security zone anchorage. The following is a security zone anchorage: The waters of the James River encompassed by a line beginning at the intersection of the shoreline with the northernmost property line of the Newport News Shipbuilding and Dry Dock Company shipyard at 37°00'38.1"N, 76°27'05.7"W; thence southerly to 36°59'58.4"N, 76°27'16.7"W; thence easterly to the shoreline at 36°59'58.5"N, 76°27'11.6"W; thence along the shoreline to the point of beginning.</p>

Vicinity, Kennedy Space Center, Merritt Island, FL (Stationary Location; event dependent)	<p>33CFR §165.701</p> <p>The perimeter of the Cape Canaveral Barge Canal and the Banana River at 28°24'33"N, 80°39'48"W; then due west along the northern shoreline of the barge canal for 1,300 yards; then due north to 28°28'42"N, 80°40'30"W, on Merritt Island. From this position, the line proceeds irregularly to the eastern shoreline of the India River to a position 1,300 yards south of the NASA Causeway at 28°30'54"N, 80°43'42"W (the line from the barge canal to the eastern shoreline of the Indian River is marked by a three-strand barbed-wire fence); then north along the shoreline of the Indian River to the NASA Causeway at 28°31'30"N, 80°43'48"W. The line continues west on the southern shoreline of the NASA Causeway to NASA Gate 3 (permanent); then north to the northern shoreline of the NASA Causeway and east on the northern shoreline of the causeway back to the shoreline on Merritt Island at position 28°31'36"N, 80°43'42"W; then northwest along the shoreline to 28°41'01.2"N, 80°47'10.2"W (Blackpoint); then due north to channel marker #6 on the Intracoastal Waterway (ICW); then northeast along the southern edge of the ICW to the western entrance to the Haulover Canal. From this point, the line continues northeast along the southern edge of the Haulover Canal to the eastern entrance to the canal; then due east to a point in the Atlantic Ocean 3 miles offshore at 28°44'42"N, 80°37'51"W; then south along a line 3 miles from the coast to Wreck Buoy "WR6"; then to Port Canaveral Channel Lighted Buoy 10; then west along the northern edge of the Port Canaveral Channel to the northeast corner of the intersection of the Cape Canaveral Barge Canal and the ICW in the Banana River at 28°24'36"N, 80°38'42"W. The line continues north along the east side of the Intracoastal Waterway to daymarker "35" thence North Westerly one quarter of a mile south of NASA Causeway East (Orsino Causeway) to the shoreline on Merritt Island at position 28°30.95'N, 80°37.6'W; then south along the shoreline to the starting point.</p>
Port Canaveral Harbor, Cape Canaveral, FL (Stationary Location)	<p>33CFR §165.705</p> <p>Security Zone A – East (Trident) Basin, Port Canaveral Harbor, at Cape Canaveral Air Force Station, Brevard County, Florida. All waters of the East Basin north of 28°24'36"N.</p> <p>Security Zone B – Middle Basin, Port Canaveral Harbor, adjacent to the Navy wharf at Cape Canaveral Air Force Station, Brevard County, Florida. The waters of Port Canaveral Harbor within a line circumscribing the water approaches to the Navy wharf along the northeasterly edge of the Port Canaveral Harbor turning basin at a distance of 200 feet from all portions of the wharf including the dolphins located 200 feet off the northwest end and 75 feet off the southeast end of the wharf.</p>
Charleston Harbor and Cooper River, SC (Stationary Location)	<p>33CFR §165.708</p> <p>(1) All waters 200 yards ahead and astern and 100 yards to each side of a vessel transporting nuclear materials while the vessel transits from Charleston Harbor Entrance Buoy "C" (LLNR 1885, position 32°39.6'N, 79°40.9'W) to the Charleston Naval Weapons Station (position 32°55.4'N, 79°56.0'W) on the Cooper River. All coordinates referenced use datum: NAD 1983.</p> <p>(2) All waters within 100 yards of the vessel described in paragraph (1) of this section while the vessel is conducting cargo operations at the Charleston Naval Weapons Station.</p>
Internal waters and territorial seas adjacent to the Florida peninsula (Stationary Location)	<p>33CFR §165.T07-013</p> <p>U.S. internal waters and territorial seas adjacent to the State of Florida south of the Florida-Georgia border and extending seaward three nautical miles from the baseline from which the territorial sea is measured around the Florida peninsula to the extent where the Florida panhandle and adjacent internal waters and territorial sea intersect with 83°50'W. In general these are the U.S. internal waters and territorial seas adjacent to the Florida peninsula.</p>
St. Johns River, Jacksonville, FL (Stationary Location)	<p>33CFR §165.720</p> <p>(1) All waters within 200 yards of Blount Island, Jacksonville, Florida and all adjacent land within 100 yards of the island shoreline during staging of Department of Defense equipment and during the loading/unloading of military supply vessels.</p> <p>(2) All waters within 200 yards of "any" waterfront facility at which a laden military vessel is located and all land at the facility, including docks and piers, within 100 yards of the St. Johns River.</p> <p>(3) All waters within 200 yards of any specified military supply vessel during its transit of the St. Johns River and out to three (3) nautical miles offshore.</p>

Jacksonville Harbor, FL (Stationary Location)	<p>33CFR §165.729</p> <p>(a) The water, land, and land and water within the following boundaries are established as Security Zones during the specified conditions:</p> <p>(1) Zone A: 200 yards in all directions around any specified Maritime Prepositioned Ship as it transits between the St. Johns River entrance sea buoy (STJ) and its berth inside the Mayport Naval Basin (Ribault Bay), Mayport, Florida. The prescribed security zone will also be in effect as the vessel transits to its berth at Blount Island Marine Terminal, Jacksonville, Florida.</p> <p>(2) Zone B: 100 yards in all directions on land and 200 yards on water from the eastern end of Transit Shed #2 to the east shore of Alligator Creek at Blount Island Terminal, Jacksonville, Florida.</p> <p>(3) Zone C: 100 yards in all directions on land from Gate berth #1 and all waters within the Back River (locally known as the Gate Slip) on Blount Island, Jacksonville, Florida, commencing from a line drawn between the southwesterly most shore point 30°23'34"N, 81°30'52"W and the southeasterly most shore point 30°23'38"N, 81°30'36"W.</p> <p>(b) The areas described in paragraph (a) of this section shall be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Seventh Coast Guard District or the Captain of the Port, Jacksonville, Florida, whenever specified Maritime Prepositioned Ships are transiting the St. Johns River (Zone A), moored at Blount Island (Zone B), or moored at Gate Terminal (Zone C).</p>
St. Johns River, Jacksonville, FL (Stationary Location)	<p>33CFR §165.722</p> <p>The water located within the following area is established as a security zone: beginning at the shoreline of the St. Johns River at the northernmost property line of Naval Air Station Jacksonville next to Timuquana Country Club, at 30°14'39.5"N, 81°40'45"W; thence northeasterly to 30°14'42"N, 81°40'42"W; thence south remaining 400 feet from the shoreline at mean high water; thence past Piney Point and Black Point to the northern edge of Mulberry Cover Manatee refuge, 400 feet from Naval Air Station Jacksonville boat ramp, at 30°13'00"N, 81°40'23.5"W; thence southwesterly in a straight line to position 30°12'14"N, 81°40'42"W; thence southerly, remaining 400 feet seaward of the mean high water shoreline to 30°11'40"N, 81°41'15.5"W; thence northwest to the point at the end of the property line of Naval Air Station Jacksonville just north of the Buckman Bridge at position 30°11'42.30"N, 81°41'23.66"W; thence northeasterly along the mean high water shoreline of the St. Johns River and Mulberry Cove to the point of beginning. Datum: NAD 1983</p>
King's Bay, Cumberland Sound, and St. Marys River Entrance Channel, GA (Stationary Location)	<p>33CFR §165.731</p> <p>(a) A permanent safety/security zone is established within the following coordinates, the area enclosed by a line starting at 30°44'55"N, 81°29'39"W; thence to 30°44'55"N, 81°29'18"W; thence to 30°46'35"N, 81°29'18"W; thence to 30°47'02"N, 81°29'34"W; thence to 30°47'21"N, 81°29'39"W; thence to 30°48'00"N, 81°29'42"W; thence to 30°49'07"N, 81°29'56"W; thence to 30°49'55"N, 81°30'35"W; thence to 30°50'15"N, 81°31'08"W; thence to 30°50'14"N, 81°31'30"W; thence to 30°49'58"N, 81°31'45"W; thence to 30°49'58"N, 81°32'03"W; thence to 30°50'12"N, 81°32'17"W; thence following the land based perimeter boundary to the point of origin.</p> <p>(b) A temporary safety/security zone, when activated by the Captain of the Port, Jacksonville, Florida, encompasses all waters and land from bank to bank within Cumberland Sound and the St. Marys Entrance Channel: the northern extent of this zone starts at the southern tip of Crab Island; lighted buoy number "1" at the mouth of the Amelia River demarks the southern boundary; day marker number "2" at the mouth of the St. Marys River indicates the western boundary; and the eastern boundary extends out to three (3) nautical miles in the Atlantic Ocean, with the zone also encompassing the waters within 1000 yards of the entrance channel east of the jetties.</p>

Wilson Cove, San Clemente Island, CA (Stationary Location)	33CFR §165.1111 The following area is a security zone: The water area adjacent to San Clemente Island, California within 1.5 nautical miles (1.73 statute miles, 2.8 kilometers) of the shoreline of San Clemente Island from Wilson Cove North End Light (LLNR 2565) to Spruce Pier, approximately 4.1 nautical miles (4.7 statute miles, 7.65 kilometers) southeast of Wilson Cove North End Light, described as follows: Starting at a point on the shoreline of San Clemente Island, California, in position 33°01'25.0"N, 118°33'43.0"W, for a place of beginning (point A); thence northeasterly to 33°02'11.0"N, 118°32'13.5"W (point B); thence southeasterly to 32°58'40.5"N, 118°29'15.5"W (point C); thence southwesterly to 32°57'54.0"N, 118°31'17.2"W (point D); thence northwesterly along the shoreline of San Clemente Island to the place of beginning.
San Francisco Bay, San Pablo Bay, Carquinez Strait, and Suisun Bay, CA (Stationary Location)	33CFR §165.1115 (1) All waters 200 yards ahead and astern and 100 yards to each side of every vessel transporting nuclear materials on behalf of the United States Department of Energy while such vessels transit from a line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N, 122°35.4'W and 37°46.5'N, 122°35.2'W, respectively) until safely moored at the Weapons Support Facility Seal Beach Detachment Concord on Suisun Bay (position 38°03.3'N, 122°02.5'W). All coordinates referenced use datum: NAD 1983. (2) All waters within 100 yards of such vessels described in paragraph (a)(1) of this section while such vessels are conducting cargo operations at the Weapons Support Facility Seal Beach Detachment Concord.

TEMPORARY SECURITY ZONES:

Location	Details
Millstone Nuclear Power Plant, Hartford, CT	
Indian Point Nuclear Power Plant, Buchanan, NY	
The LOOP, New Orleans, LA	
San Francisco Bay Entrance, CA	
San Francisco International Airport, CA	
Oakland International Airport, CA	
Diablo Canyon Nuclear Power Plant, Avila Beech, CA	
ISC San Pedro & San Pedro Cruise Ship Terminal, San Pedro, CA	
Port of Los Angeles/LongBeach, El Segundo Moorings, and Port Hueneme: Waterborne patrols, CA	

MCRD San Diego, PAC TACLET, CA	Providing night time security.
Naval Amphibious Base, San Diego, CA	33CFR §165.T11-035 The waters of San Diego Bay, inside the United States navy maintained buoys around Naval Amphibious Base Coronado to the pierline 100 yards out.
North Island Naval Air Station, San Diego, CA	33CFR §165T11-038 Area surrounding Air Station North Island.
Naval Station, San Diego, CA	33CFR §165.T11-036 The water are within Naval Station, San Diego.
Naval Supply center pier, San Diego, CA	33CFR §165.T11-037 The waters of San Diego Bay extending approximately 100 ft from the north, west, and south sides of the Naval Supply center pier.
Honolulu Harbor, Oahu, HI	All Waters consisting of Honolulu Harbor and entrance channel that are inland of Sea Buoy in Position 21°17.42'N, 157°52.49'W.
Tesaro Single Point Mooring, Barbers Point, Oahu, HI	The Tesaro Single point Mooring extending 1,000 yards in all directions from position 21°16.4'N, 158°05.5'W.
Honolulu International Airport, Oahu, HI	The Honolulu International Airport Reef Runway and adjacent water bounded by the following coordinates: Honolulu harbor entrance light 21°17.42'N, 157°52.06'W; thence in a northwesterly direction to the reef runway at 21°18.25'N, 157°55.5'W; thence in a southerly direction to 21°16.9'N, 157°55.5'W; thence in an easterly direction to the original point.
Lahaina Small Boat Harbor, Maui, HI	The waters extending out 500 feet in all directions from cruise ship vessels anchored off Lahaina Small Boat Harbor, Maui
Kahului Harbor, Maui, HI	The Kahului Maui Harbor and Entrance Harbor Channel consisting of all waters enclosed by a line drawn between breakwater lights number 3 and 4.
Kailua-Kona Small Boat Harbor, Hawaii, HI	Waters extending out 500 feet in all directions from cruise ship vessels anchored off Kailua-Kona Small Boat Harbor, Hawaii.
Nawiliwili Harbor, Kauai, HI	All waters contained within the Nawiliwili Kauai Harbor consisting of all waters enclosed by a line drawn between the breakwater light and Kukil Point.
Port Allen Harbor, Kauai, HI	All waters consisting of Port Allen Kauai Harbor and the Entrance Channels that are inland of Lighted Buoy 1.
Hilo Harbor, Hawaii, HI	Hilo Harbor and Entrance Channel consisting of all waters enclosed by a line drawn between breakwater light and Alealea Point.
Chevron Multi-Point Mooring, Barbers Point, Oahu, HI	A circle extending 1,000 yards in all directions around the Chevron Multi-point Mooring from the following coordinates: 21°16.7'N, 158°04.2'W. This security zone extends from surface of water to the ocean floor.
Mana Point, Kauai, HI	
Hanamaulu, Kauai, HI	
Keana Point, Oahu, HI	
Barbara's Point, Oahu, HI	
LNG facility in Nikiski, AK	Reinstated with arrival of LNG vessels
Port of Valdez IVO Alyeska Terminal, AK	

The U.S. Coast Guard Light List, Volume IV, 2001 Edition Gulf of Mexico

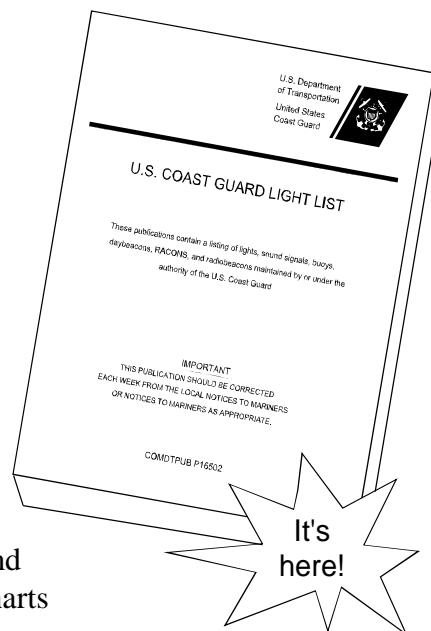
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